

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Harbor Safety Committee of the San Francisco Bay Region

Thursday, February 9, 2012

Pier 1 Conference Room, Port of San Francisco, San Francisco, California

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee of the San Francisco Bay Region (HSC): called the meeting to order at 1007. **Alan Steinbrugge** (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Capt. Esam Amso** (M), Valero Marketing and Supply; **Jim Anderson** (M), California Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association (PMSA); **Margot Brown** (M), National Boating Federation; **Aaron Golbus** (M), Port of San Francisco; **Capt. Bruce Horton** (M); San Francisco Bar Pilots; **Garrett Huffman** (A), Chevron Shipping Company; **Maj. Shaun Martin** (A), US Army Corps of Engineers (USACE); **Jim McGrath** (M), Bay Conservation and Development Commission, (BCDC); **Capt. Jonathon Mendes** (M), Starlight Marine Services; **William Nickson** (A), Transmarine Navigation; **Chris Peterson** (M), Port of Oakland; **Deb Self** (M), San Francisco Bay Keeper; **Rich Smith** (M), Westar Marine Services; **Capt. Cynthia L. Stowe**, United States Coast Guard (USCG).

Alternates present, and those reporting to the HSC on agenda items: **Capt. Jeff Cowan**, California Office of Spill Prevention and Response (OSPR); **Capt. Mathew Bliven**, USCG; **Jessica Burton Evans**, USACE **Lt. Cmdr. DesaRae Janzen**, USCG; **Rob Lawrence**, USACE; **William Needham** (A), National Boating Federation; **Linda Scourtis** (A), BCDC, **David Stevens**, California State Lands Commission (State Lands).

The meetings are always open to the public.

Approval of the Minutes

There were corrections to the minutes of the meeting of January 12, 2012: **Maj. Martin** asked that the minutes be corrected to show that he had abstained from voting on the motion to approve a letter in support of funding for local USACE debris removal and dredge programs. A motion to accept the minutes as corrected was made and seconded. It passed without discussion or dissent.

Comments by the Chair – Capt. Korwatch

▪ **Capt. Korwatch** thanked **Berge** for chairing the January 12 meeting of the HSC. Representatives from the Federal Emergency Management Agency (FEMA) had been visiting the Marine Exchange that week to audit the Exchange's performance as the local fiduciary agent for the Port Security Grant Program. The audit went well.

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Coast Guard Report – Capt. Stowe

- The comment period for the Notice of Proposed Rulemaking regarding America's Cup local regulations and safety zones had begun, and would run through April 30, 2012. Capt. Stowe invited all with concerns to make their comments known. The notice can be found at: <http://www.gpo.gov/fdsys/pkg/FR-2012-01-30/html/2012-1907.htm>. The link includes information on how to make comments on line and whom to contact with questions.
- The Coast Guard had applied through the International Maritime Organization (IMO) to participate in the investigation of the wreck of the *Costa Concordia*. The Coast Guard will be interviewing American survivors of the wreck in any case.
- Enough money has been found to start a pilot project for fog sensors.
- The sunken tug at the Port of Richmond had been raised and was being de-fueled. It was a great effort by all involved.
- **Lt. Cmdr. Janzen** read from the Prevention/ Response report that is attached to these minutes. She noted that, per discussion at the last meeting of the HSC, three columns had been added to the report. The first column shows year-to-date numbers, the second shows comparison of the current month to the same month in the previous years, and the third column shows a three year average.

McGrath asked for an update on the spill at the University of California, Berkeley. **Lt. j.g. Meagan Snyder** said that the operation had evolved into the recovery phase. Fifty gallons from the spill had made it to the Bay via Strawberry Creek.

Self suggested that the third column of the Prevention/Response report be changed to show the number for two years prior to the current month.

Berge asked whether the vessel described in the bridge-allision incident of January 31 had recently changed owners. **Lt. Cmdr. Janzen** said that the vessel was brand new.

- **Capt. Bliven** gave a briefing on proposed regulated areas for America's Cup events for 2012 and 2013. A copy of the briefing can be found at the following tinyurl: <http://tinyurl.com/74yetgr>.

McGrath asked whether the use of reserve days could lead to partial restrictions. **Capt. Bliven** said it was possible, but not considered likely.

Brown asked about the number of teams that would be racing. **Capt. Bliven** said that only four were committed to the 2013 event so far. He said that the event organizer hoped to attract more teams or might change the format of the races. **Capt. Bliven** explained that the event organizers will control their own course boundaries within the regulated area that has been proposed.

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McGrath asked how notice would be given of a switch in venue to the contingent regulated area. **Capt. Bliven** said that the Coast Guard would use Broadcast Notice to Mariners. He said that it was in the interests of the event organizer to get the word out as well, and their efforts were likely to include social media. **Capt. Bliven** said that there would be a daily operational meeting between Coast Guard and the event organizer, so that it was expected that there would be several hours notice of any change.

Catherine Hooper, San Francisco Fleet Week Association, asked for an explanation of the duration of the regulated area. **Capt. Bliven** said that the regulated area would go into effect at 1200 and would close no later than 1700. He said that the area could open sooner than 1700 depending on the conclusion of the race.

Self said that she was concerned about the level of educational made by the City of San Francisco to potential visitors planning to attend the America's Cup events. She said she had a number of concerns and cited pollution, safety, and invasive species as examples. **Capt. Bliven** said that the Coast Guard shared her concerns and hoped that more groups would come to the table where those items were being discussed. **Brown** said that the Prevention Through People work group would be glad to participate but would like some guidance on when, where, and how.

US Army Corp of Engineers Report – Maj. Martin

- **Lawrence** read from a report that is attached to these minutes.
- **Evans** said that the debris removal program had been funded through December 2012.

Capt. Amso asked whether money from the Stockton project could be applied to Pinole Shoal Channel since it was along the route. **Evans** said that operations in Pinole Shoal required operations and maintenance funding while the funding for the Stockton project was construction funding to study deepening of the channel.

McGrath asked whether the Alcatraz disposal site was still being monitored for depth. **Lawrence** said that it was.

Clearing House Report – Steinbrugge

- **Steinbrugge** read from a report that is attached to these minutes.
- **Capt. Korwatch** said that she had been asked about confirmation of escort plan delivery while attending an industry event. She said that the request seemed entirely reasonable, and that the Marine Exchange would work to create a confirmation mechanism. **Capt. Korwatch** tasked the Tug Operations work group with reviewing the Marine Exchange's proposal.

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OSPR Report – Capt. Cowan

- **Capt. Cowan's** paper on fuel-switching practices had been published in the *Coast Pilot*. Efforts were underway to get it included in *Sailing Directions*.
- The Pacific States/British Columbia Oil Spill Task Force will take the lead on updating the training video for fuel operations at anchorage. They have asked the Tug Operations work group for input.

National Oceanic & Atmospheric Administration (NOAA) Report – Steinbrugge

- A hand out depicting the proposed location and mounting of current sensors for the Current Survey of San Francisco Bay Region by the Center for Operational Oceanographic Products and Services, NOAA. The HSC was briefed on the project at the March 10, 2011 meeting. A copy of the handout is attached to these minutes. NOAA is seeking input on safety or risk factors the sensors might create.

State Lands Report – Stevens

- **Stevens** read from a report that is attached to these minutes.

Work Group Appointments – Capt. Korwatch

- **Capt. Amso** had been appointed chair of the Dredge Issues work group. **Peterson** had been appointed head of the Physical Oceanographic Real Time System (PORTS) work group.

Tug Work Group – Capt. Mendes

- Thanked the Coast Guard for hosting their recent meeting at the Interagency Operations Center on Yerba Buena Island.
- Best practice for dead-ship tows had been discussed. A draft matrix had been put together for discussion. The Coast Guard has an active towing vessel inspection program that already provides a great amount of detail which can serve as a benchmark on tug capabilities.
- The Pacific States/British Columbia Oil Spill Task Force was seeking input on the training video before the next scheduled meeting of the work group. The group had already discussed some problems with the current version of the video, including the sequence of steps. **Capt. Mendes** would reach out to members of the work group by email, and anyone else interested was encouraged to contact him. **Capt. Cowan** said that OSPR planned to purchase copies of the video so that it could be made freely available.
- **Capt. Mendes** said that the Los Angeles/Long Beach HSC had finally voted on their best practices for fuel transfers at anchorage. The tug work group would examine the Los Angeles/Long Beach best practices and start the process to synchronize best practices between the two regions over the next nine to twelve months.

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Navigation Work Group – Capt. Horton

- The group had met to receive a presentation on visibility sensors. They were seen as potentially useful but highly dependent on their numbers and location. The consensus of the discussion was that no future was seen for them as part of any regulatory scheme.
- The first hurdle for testing will be the location of the test sensor. Yerba Buena Island would be easiest to permit, but the consensus of the meeting was that an Oakland Berth 68 location would provide more useful information.
- **Capt. Horton** had spoken to his counterparts at Mobile, Alabama, and they like their sensors. **Capt. Horton** noted that Mobile Bay is much smaller and narrower than the critical maneuvering areas in the Bay Area.
- **Capt. Horton** said that the work group saw nothing in the project that would require anything so formal as a vote.

Capt. Korwatch asked what the time line was to installation. **Capt. Stowe** said that each location would have its own time line. **Lt. Cmdr. Jason Tama**, USCG, said it would be a matter of months rather than weeks or years.

Ferry Operation Work Group –

- There was nothing to report.

Dredge Issues Work Group – Capt. Amso

- They were awaiting the latest survey results.

PORTS Work Group – Peterson

- There was nothing to report.

Prevention through People Work Group – Brown

- There was nothing to report.

PORTS Report – Steinbrugge

- The AMORCO project was making progress

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Public Comment

Capt. Pete Bonebakker, ConocoPhillips, said that he had attended the most recent meeting of the Los Angeles/Long Beach HSC and had been surprised to hear about two vessel intereactions that had led to parted moorings. Several Coast Guard personnel spoke to the point that in cases like the ones described they could only report on what had been reported to them.

Old Business

There was none.

New Business

There was none.

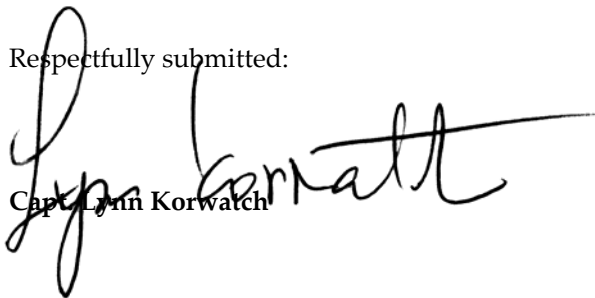
Next Meeting

Capt. Korwatch said that the next meeting of the HSC would commence at 1000, Thursday March 8, 2012 at the Exhibit Room, Port of Oakland.

Adjournment

A motion to adjourn was made and seconded. It passed without discussion or dissent.

Respectfully submitted:



Capt. Lynn Korwatch

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

January-12

PORT SAFETY CATEGORIES

	2012	2011	3yr Avg
1. Total Number of Port State Control Detentions for period:	0	0	0.5
SOLAS (0), MARPOL (0), ISM (0), ISPS (0)			
2. Total Number of COTP Orders for the period:	7	1	1.7
Navigation Safety (2), Port Safety & Security (5), ANOA (0)			
3. Marine Casualties (reportable CG 2692) within SF Bay: Allision (1), Collision (0), Fire (0), Grounding (0), Sinking (0), Steering (0), Propulsion (2), Personnel (0), Other (0), Power (0)	3	3	7.1
4. Total Number of (routine) Navigation Safety related issues / Letters of Deviation: Radar (3) Gyro (2), Steering (1), Echo sounder (0), AIS (0), AIS-835 (0), ARPA (0), SPD LOG (1), R.C. (0), Other (0)	7	11	4.6
5. Reported or Verified "Rule 9" or other Navigational Rule Violations within SF Bay: None	0	0	0.4
6. Significant Waterway events or Navigation related cases for the period: None	0	0	0.1
7. Maritime Safety Information Bulletins (MSIBs): None	0	0	0.1
Total Port Safety (PS) Cases opened for the period:	17	15	14.5

MARINE POLLUTION RESPONSE

* Source Identification (Discharges):

TOTAL VESSELS	2012	2011	3yr Avg
U.S. Commercial Vessels	0	2	1.4
Foreign Freight Vessels	0	0	0.2
Public Vessels	0	0	0.6
Commercial Fishing Vessels	0	0	0.7
Recreational Vessels	5	1	3.7
TOTAL FACILITIES			
Regulated Waterfront Facilities	0	0	0.8
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.4
Other Land Sources	1	1	3.6
Mystery Spills - Unknown Sources	4	11	4.9
Total Oil/Hazmat Pollution Incidents within San Francisco Bay for Period	10	15	19.1
1. Spills < 10 gallons	6	4	8.4
2. Spills 10 - 100 gallons	0	0	1.6
3. Spills 100 - 1000 gallons	0	0	0.3
4. Spills > 1000 gallons	0	0	0.1
5. Spills - Unknown	4	11	8.1
TOTAL OIL DISCHARGE AND HAZARDOUS MATERIALS RELEASE VOLUMES BY SPILL SIZE CATEGORY:			
1. Estimated spill amount from U.S. Commercial Vessels:	0	5	29.9
2. Estimated spill amount from Foreign Freight Vessels:	0	0	0.1
2. Estimated spill amount from Public Vessels:	0	0	2.6
3. Estimated spill amount from Commercial Fishing Vessels:	0	0	33.3
4. Estimated spill amount from Recreational Vessels:	8	3	20.7
5. Estimated spill amount from Regulated Waterfront Facilities:	0	0	8.7
6. Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer:	0	0	0.7
7. Estimated spill amount from Other Land Sources:	1	1	107.2
8. Estimated spill amount from Unknown sources:	4	0	5.3
TOTAL OIL DISCHARGE AND/OR HAZARDOUS MATERIAL RELEASE VOLUMES (GALLONS):	13	9	208
Civil Penalty Cases for Period	0	0	0
Notice of Violations (TKs)	2	1	1
Letters of Warning	2	2	2
TOTAL PENALTY ACTIONS:	4	3	3

SIGNIFICANT PORT SAFETY AND SECURITY CASES (January 2012)**MARINE CASUALTIES - PROPULSION/STEERING**

Reduction of propulsion, 02 Jan: During inbound transit, a U.S. flag steam ship reported reduced power from the propulsion boilers due to a fuel supply problem and subsequent reduction in steam pressure. COTP ordered a 2-tug escort to complete transit to berth. The faulty component of the fuel supply system was overhauled and tested sat, restoring full power to boilers. Case pends.

Loss of propulsion (LOP), 27 Jan: A foreign container vsl experienced a loss of propulsion during pre-arrival propulsion testing off shore while en route to SF Bay. The crew made adjustments to the fuel oil control system by increasing the fuel supply to start engine. COTP ordered a 2-tug escort from Mile Rock to Anchorage 9. USCG and Class Society attended vessel and engine starts tested all sat. Loss of propulsion was attributed to fuel switching. Case pends.

Bridge Allision, 31 Jan: While en route to the Port of Stockton, the mast of a foreign bulk carrier allided with the Union Pacific Railroad Bridge. The vessel's particulars listed on the pilot card and engraved on the ship's maneuvering fact placard on the bridge were found to be off by approx 3 meters. Therefore, when the ship's crew and the pilot calculated the air draft needed to pass under the bridge they were inaccurate and the mast hit the bridge. The allision knocked out both INMARSAT - C antennas and the ship's mast was bent and cracked. Temporary repairs were made to the mast and the INMARSAT antennas were replaced. Class attended the vsl and determined actual mast height, corrected documentation, and verified repair of the mast and INMARSAT antennas. Case pends.

VESSEL SAFETY CONDITIONS

NONE

GENERAL SAFETY CASES

NONE

NAVIGATIONAL SAFETY

Letter of Deviation (LOD) X-Band Radar, M/V OCEAN TITAN (02 Jan): Vsl issued an inbound LOD.

Letter of Deviation (LOD) S-Band Radar, container ship (05 Jan): Vsl issued an inbound LOD.

Letter of Deviation (LOD) S-Band Radar/STRO/SPEED LOG, bulk carrier (14 Jan): Vsl issued an inbound/outbound LOD.

Letter of Deviation (LOD) INOP Steering Gear Pump, container ship (22 Jan): Vsl issued an inbound LOD.

Letter of Deviation (LOD) Gyro Compass, container ship (23 Jan): Vsl issued an inbound LOD.

Letter of Deviation (LOD) S-Band Radar, container ship (23 Jan): Vsl issued an inbound LOD.

Letter of Deviation (LOD) Speed Log, container ship (27 Jan): Vsl issued an inbound LOD.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

15JAN- Oyster Bay Marina, minor discharge. A recreational vessel discharged approximately 1 gallon of oil into the marina. An NOV was issued to the owner. Case closed.

21JAN- Marin County, minor discharge. A recreational vessel broke free from anchorage and beached near Tiburon. A small sheen was observed. The owner worked with local salver and Marin County to remove the vessel. Case closed.

26JAN- San Francisco Bay, substantial threat. An 8-ton crane went into the water with a potential of 35 gallons of hydraulic oil. The crane was removed and no pollution was observed. Case closed.

28JAN- Oakland Yacht Harbor, substantial threat. An abandoned recreational vessel was sinking in the harbor, contractors removed petroleum products and hazardous materials. Case closed.

30JAN- Emeryville Marina, minor discharge. While cleaning a recreational vessel there was a discharge of approximately 3 gallons of oil from the bilges into the water. Rec vessel owner took action to clean up sheen. A NOV was issued. Case closed.

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
February 9, 2012**

1. CORPS FY 2012 O&M DREDGING PROGRAM

The following is this years O & M dredging program for San Francisco Bay.

- a. **Main Ship Channel (55+2)** –Dredging work complete. (No change)
- b. **Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging work is complete, survey posted. (No change)
- c. **Richmond Inner Harbor** – Completed December 9th to -36 MLLW. (No change)
- d. **Oakland O & M Dredging** – Dredging is still ongoing. Work is permitted until mid-March.
- e. **Suisun Bay Channel (and New York Slough)** – Bull’s Head reach knockdown completed December 16th (survey posted) (Jessie) -34 MLLW. (No change)
- f. **Pinole Shoal (35+2)** – Dredging work is complete, survey posted. (No change)
- g. **Redwood City/San Bruno Shoal** – Dredging of Redwood City Channel was completed on December 31. (No change)
- h. **San Rafael Across the Flats and Inner Canal Channels:** Clean-up dredging of the canal was completed January 31. Surveys are being completed then they will be posted.

DEBRIS REMOVAL – Total debris removal for January 2012 was 125 tons (Raccoon: 51 tons; Dillard: 54 tons; Misc: 20 tons). Average for Jan. from 2003 to 2011 is 165 tons. (Range: 47-426 tons)

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	GRIZZLY	RACCOON	DILLARD	MISC	TOTAL
2012	TONS	TONS	TONS	TONS	TONS
JAN	0	51	54	20	125
FEB					
MAR					
APR					
MAY					
JUN					
JUL					
AUG					
SEP					
OCT					
NOV					
DEC					

YR TOTAL
125

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

No urgent dredging so far in 2012.

5. OTHER WORK

San Francisco Bay to Stockton - This project is on hold pending new funding. **No change.**

Sacramento River Deep Water Ship Channel Deepening - The Corps is actively coordinating with resource agencies and stakeholders to address comments on the DSEIR/EIS (February 2011). **No change.**

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/hydrosurvey/>

Main Ship Channel: Post-dredge survey completed August 1-2, 2011 has been posted.
Pinole Shoal Channel: Condition survey of October 18-20 has been posted.
Suisun Bay Channel: Post-dredge survey of mid-August 2011 has been posted.
New York Slough: Post-dredge survey of August 11-12, 2011 has been posted.
Bull's Head Channel: **Condition survey of February 2, 2012 has been posted.**
Redwood City: Post-dredge survey of November-December, 2011 has been posted.
San Bruno Shoal: Condition survey completed in June, 2011 has been posted.
Oakland Entrance Channel: Surveys completed in August and September 2009 have been posted.
Oakland Inner Harbor Turning Basin: Survey completed April 2010 has been posted.
Oakland Inner and Outer Harbors – Condition surveys dated May 19-25, 2011 have been posted.
Oakland Outer-Outer Harbor: The special Delta-Echo survey of May 5, 2010 has been posted.
Oakland Inner Harbor - South Brooklyn Basin: November/December 2010 survey posted.
Southampton Shoal and Richmond Long Wharf: Post-dredge survey of Aug 31-Sept 2, 2011 has been posted.
Richmond Inner Harbor: Post-dredge survey completed in Oct., Nov. and Dec. 2011 has been posted.
Richmond Outer Harbor: Condition survey of Oct. 17, 2011 has been posted.
Northship Channel: Condition survey of June 2011 has been posted.
San Rafael Across-the-Flats and San Rafael Creek: Pre-dredge surveys completed Oct. and Nov., 2011, respectively, have been posted.
Alameda Naval Station Survey (Alameda Point Navigation Channel): Survey completed in June 2011 has been posted.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Survey completed in April 2011 has been posted.
SF-09 (Carquinez): Jan. 4, 2012;
SF-10 (San Pablo Bay): Jan. 4, 2012 survey has been posted;
SF-11 (Alcatraz): Survey of **Feb. 1, 2012** has been posted;
SF-17 (San Francisco Harbor or Ocean Beach Disposal Site): August 2011 survey has been posted.

FY12 O&M DREDGING PLAN

Project	2011			2012												Placement Site		
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
Humboldt Bar&Entrance						ESSAYONS 18.5 DAYS											1mcy	HOODS
Humboldt Channels																	300kcy	HOODS
SF Main Ship Channel						ESSAYONS 13 DAYS											350kcy	SF-17
Richmond Inner Harbor			*														200kcy	SFDODS
Richmond Outer Harbor						ESSAYONS 13 DAYS	*										200kcy	SF-11
Pinole Shoal							ESSAYONS 10 DAYS										150kcy	SF-10
Suisun Bay Channel			*							YAQUINA 30 DAYS							175kcy	SF-16
Oakland Inner Harbor																	300kcy	SFDODS
Oakland Outer Harbor																	300kcy	SFDODS
Redwood City Harbor			*															
San Rafael																		



* Requires resource agencies' approval of Environmental Window Extension



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San Francisco Clearinghouse Report

February 9, 2012

- ✎ In January the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In January the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The Clearinghouse has not contacted OSPR in 2012 regarding any possible escort violations. The Clearinghouse called OSPR 3 times in 2011, 6 times in 2010, 8 times in 2009; 4 times in 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In January there were 82 tank vessel arrivals; 4 Chemical Tankers, 12 Chemical/Oil Tankers, 16 Crude Oil Tankers, 1 LPG, 21 Product Tankers, and 28 Tugs with Barges.
- ✎ In January there were 281 total arrivals.

San Francisco Bay Clearinghouse Report For January 2012

San Francisco Bay Region Totals

	<u>2012</u>		<u>2011</u>	
Tanker arrivals to San Francisco Bay	54		57	
Barge arrivals to San Francisco Bay	28		25	
Total Tanker and Barge Arrivals	82		82	
Total tank ship & tank barge movements	312		307	
Tank ship movements	172	55.13%	185	60.26%
Escorted tank ship movements	92	29.49%	83	27.04%
Unescorted tank ship movements	80	25.64%	102	33.22%
Tank barge movements	140	44.87%	122	39.74%
Escorted tank barge movements	45	14.42%	55	17.92%
Unescorted tank barge movements	95	30.45%	67	21.82%

Percentages above are percent of total tank ship & tank barge movements for each item.

Escorts reported to OSPR 0 2

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	173		287		0		125		585	
Unescorted movements	111	64.16%	168	58.54%	0	0.00%	53	42.40%	332	56.75%
Tank ships	64	36.99%	88	30.66%	0	0.00%	27	21.60%	179	30.60%
Tank barges	47	27.17%	80	27.87%	0	0.00%	26	20.80%	153	26.15%
Escorted movements	62	35.84%	119	41.46%	0	0.00%	72	57.60%	253	43.25%
Tank ships	22	12.72%	80	27.87%	0	0.00%	25	20.00%	127	21.71%
Tank barges	40	23.12%	39	13.59%	0	0.00%	47	37.60%	126	21.54%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JANUARY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessel Monitors	Total Transfer Percentage
JANUARY 1 - 31, 2011	233	85	36.48
JANUARY 1 - 31, 2012	234	86	36.75

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JANUARY 1 - 31, 2011	9,487,000	0	14,390,143	7,280,916	21,671,059
JANUARY 1 - 31, 2012	11,977,000	0	16,472,969	8,755,848	25,228,817

OIL SPILL TOTAL

	Terminal	Vessel	Facility	Total	Gallons Spilled
JANUARY 1 - 31, 2011	0	1	0	1	5 GALLONS/LUBE OIL
JANUARY 1 - 31, 2012	0	0	1	1	1 GALLON/OTHER

*** Disclaimer:

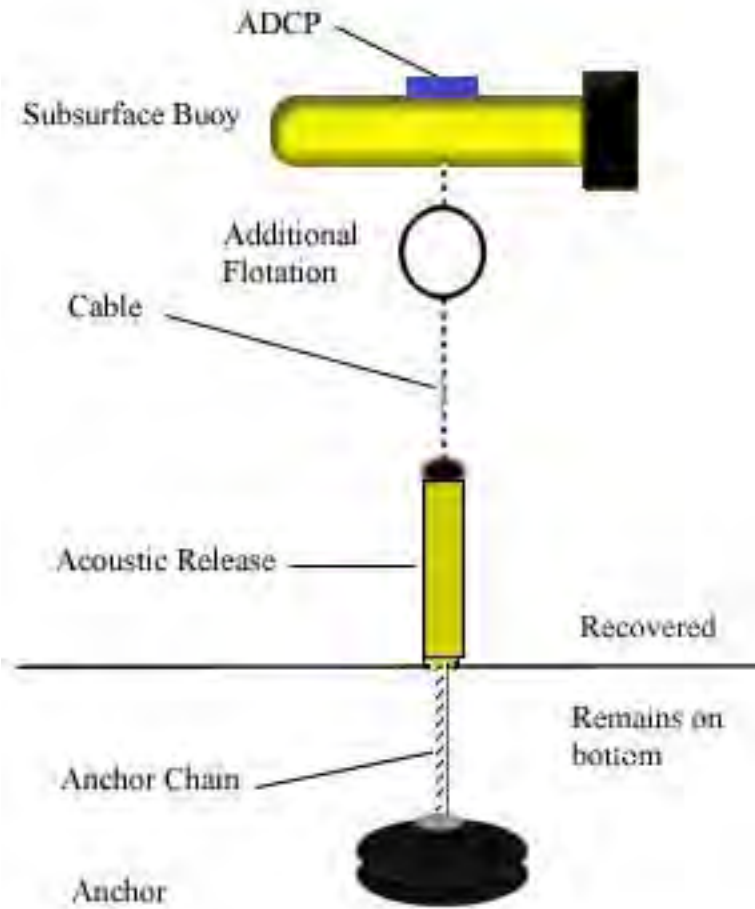
Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

As part of the San Francisco Bay current study Carl Kammerer of NOAA asked if it would be safe (relatively speaking) to have a taut-line mooring underneath the Bay Bridge span B-C (SFB1208 below). The installation would be about 75 below the surface? He knows that this is well below maximum vessel drafts, but asks if anything, possibly from tugs and barges, may approach the 75 foot level possibly from tugs and barges. He assumes not but doesn't want to assume anything.



This is a drawing of the basic installation.

This is a railroad wheel that stays behind and then an acoustic release and a bit of cable going to the subsurface float/ADCP (current sensor). The top of the ADCP would be at ~ 75 feet. There is a bar over it, but nothing else to protect it.



For additional information or to express your concerns please contact Carl Kammerer at 603-862-3285 or at carl.kammerer@noaa.gov

Tug Workgroup Meeting Notes from Joint Nav, PORTS and Tug Workgroup Meeting

February 7, 2012

1000 hrs

USCG First Deck Conference Room; IOC

Yerba Buena Island

San Francisco, Ca

Meeting Notes

1. Discussed Dead Ship Tow Policy
 - a. Reviewed Working Document/Draft of "Proposed Tug Requirements for Dead Ship Tows for San Francisco Bay and Its Tributaries."
 1. Chair prepared a draft document for the USCG to determine tug power requirements. Relayed that it would be prudent to have a measurable matrix which is in line with our current tug power ratings methods.
 2. It was also recommended that the USCG should refer to the Tug Inspection Group and use the existing sticker program as a start for determining vessels adequate for towing.
 3. It was mentioned on record that the proposed tug requirements were too aggressive referencing that these jobs can and are being executed with tugs with less power. It was relayed by the chair that this is only a working document and this feedback is appreciated.
 4. The SFBP relayed that they would not chance safety and they are in support of their existing guidelines for Dead Ship Tows.
 5. The USCG asked the Tug Workgroup if we would be interested in providing a BMP to the USCG which the Marine Safety Information Bulletin would be able to reference. It was determined that the workgroup would take this under consideration at the next Tug Workgroup Meeting when it had more industry players present.
 6. It was asked that everyone review the draft of the Tug Requirements and provide any feedback to the Chair which will be reviewed at the next Tug Meeting ..
2. Next Tug Meeting (Now Firm)
 - a. Tuesday March 6, 2012
USCG First Deck Conference Room, IOC on YBI.